

FITTING INSTRUCTIONS

KASHIMA SHOCK BODY

211-305-020

CONTENTS

Pg. 3:	Introduction
Pg. 4-6:	Standard Shock Body Removal
Pg. 7-9:	K-Tech Shock Body Fitting
Pg. 10-11:	Notes

KEY



=

NOTE



=

CAUTION

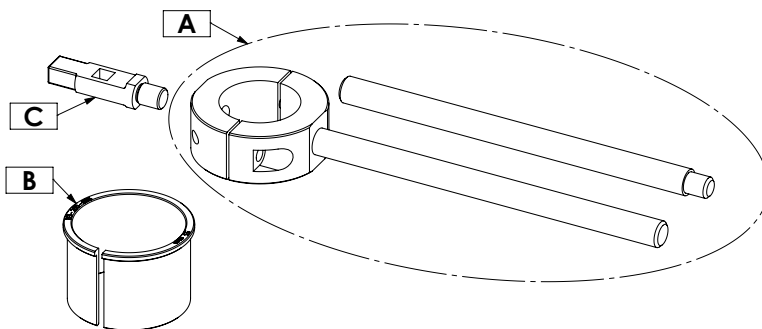


=

WARNING

REQUIRED TOOLS

- 113-200-000 **[A]**
- 113-200-055 **[B]**
- 113-200-108 **[C]**
- 213-050-000 or Other Spring Jack



REQUIRED MATERIALS

- Loctite 2701 **(Green)**
- Polymer 400 Grease (FF-GREASE)
- K-Tech High Performance Suspension Fluid (5wt)

INTRODUCTION

K-Tech shock absorber body upgrade kits are designed to improve ride consistency, performance and feel. Using industry-leading **Kashima Coating**, internal friction is greatly reduced, resulting in improved feel and wear characteristics. The lower internal friction also generates much less heat through extended use, making the shock perform more consistently for longer. K-Tech shock absorber body upgrades are a direct replacement of the OEM shock body, and include all parts necessary to the function of the body. Tools for disassembly, reassembly and bleeding/gassing the shock absorber are **not** included, but can be purchased from your nearest K-Tech dealer.

*****THIS PRODUCT IS NOT DESIGNED FOR HIGHWAY USE*****

The procedures in this manual should only be carried out by a qualified motorcycle technician. K-Tech Suspension Ltd will not be liable for any damages caused in any way to/by the product and any injuries sustained if the product is fitted or adjusted by someone who is neither an authorised dealer of K-Tech Suspension Ltd or who does not have the relevant qualifications in motorcycle technology. K-Tech Suspension Ltd will also not be liable if the correct tools are not used throughout the process of fitting and adjustment of a K-Tech suspension Ltd product. Please refer to the manufacturer's workshop manual before attempting these procedures. These procedures will require two people, you will need to remove all relevant bodywork and any other parts that may restrict you from carrying out these tasks.

K-Tech Suspension Ltd products are manufactured to fit specific brands and models. Under no circumstances should any K-Tech Suspension Ltd products be fitted to an application other than that for which it has been designed, tested and manufactured.

STANDARD SHOCK BODY REMOVAL

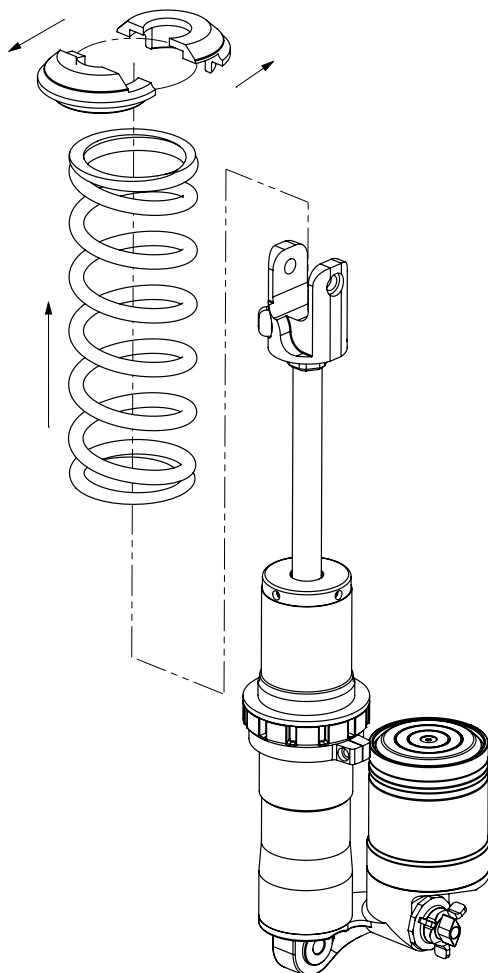


**IMPORTANT: REMOVE ANY GAS
PRESSURE IN THE SHOCK ABSORBER
BEFORE DISASSEMBLY!**

1

Using the K-Tech Shock Absorber Spring Jack (213-050-000), or any similar spring jack, compress the spring and remove the spring seat from the end-mount. This can also be done by fully unwinding the preload collar from the shock body.

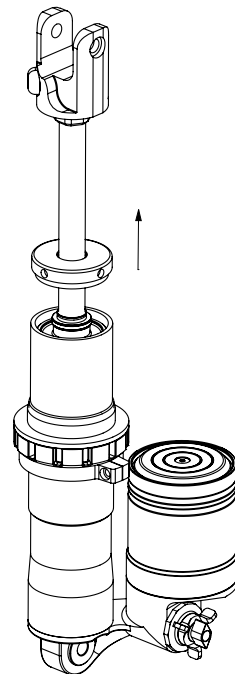
Relieve the pressure on the spring, then remove the spring from the shock.



STANDARD SHOCK BODY REMOVAL

2

Hold the shock absorber in a vice, using the top end-eye. Knock the end cap out from the shock body, and move it clear of the opening.



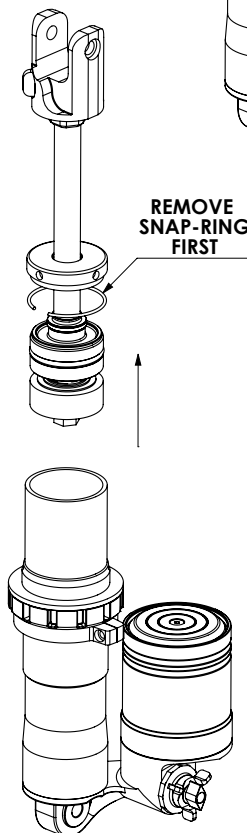
3

Remove the snap ring from the seal-head groove using the manufacturers recommended method.

Pull the piston rod assembly out from the shock body. Be careful to pull directly upward, to avoid damage to the piston bush and seal head O-Ring.

Once removed, inspect the assembly for damage or excessive wear. Replace any worn or damaged components to manufacturer recommendations.

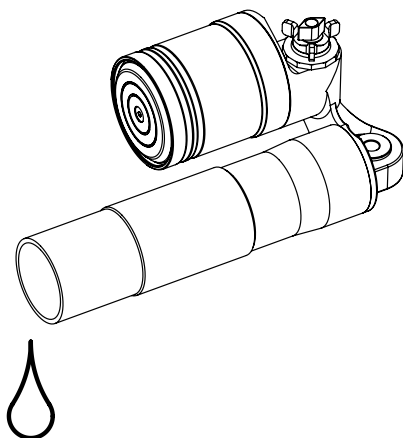
Unscrew the preload collar from the shock body, and set aside.



STANDARD SHOCK BODY REMOVAL

4

Pour all the suspension oil out from the shock absorber. Dispose of the old oil responsibly.



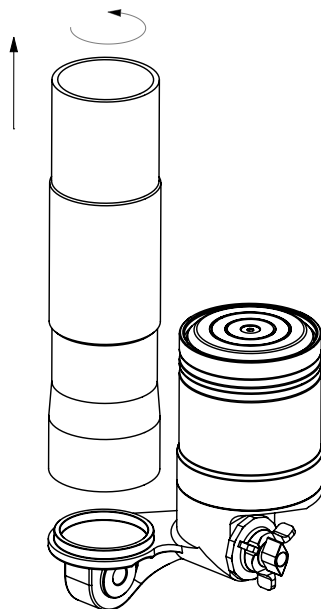
5

Using K-Tech tool **113-200-000**, with 55mm sleeve **113-200-055**, loosen and remove the OEM shock body from the cylinder head assembly.

It may be necessary to heat the shock body to loosen any thread locking compound from the threads.

Once removed, inspect the threads and O-Ring for damage or excessive wear. Replace the O-Ring if required, and clean the threads to remove any thread locker.

You are now ready to install the k-Tech shock body upgrade kit.



K-TECH SHOCK BODY FITTING

1

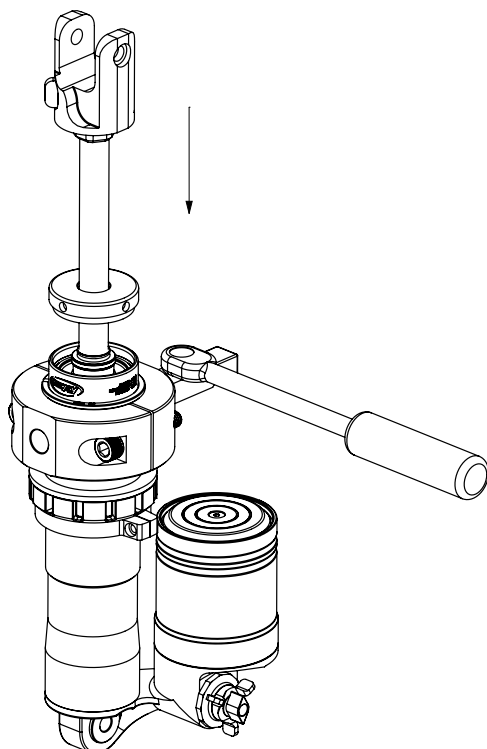
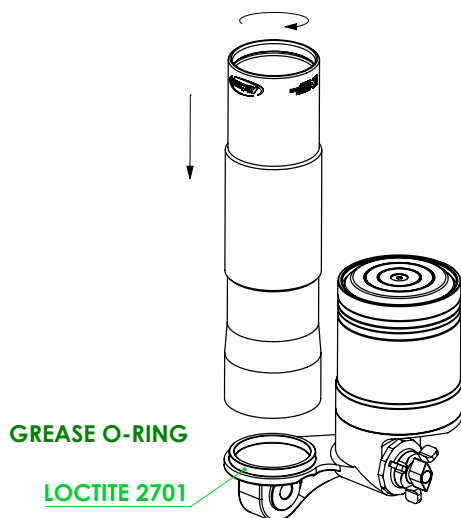
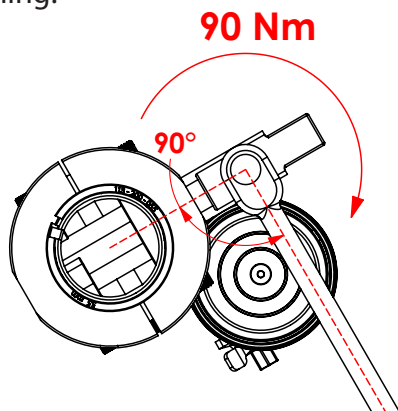
Apply **Loctite 2701** to the threads on the cylinder head, and **Polymer 400 Grease** to the O-Ring. Screw the K-Tech shock body onto the cylinder head until it stops. Re-install the preload collar to the shock body, and screw all the way to the bottom of the tube.

2

Push the piston rod assembly into the shock body, so that the seal head is fully contained in the shock body. This will prevent the tube from being crushed when torquing.

Using K-Tech tools **113-200-000**, **113-200-055**, and **113-200-108**, torque the shock body to **90 Nm** with a 1/2" drive torque wrench.

Ensure that when using a standard ratchet-type torque wrench, it must be held at 90° to the shock body when tightening!



K-TECH SHOCK BODY FITTING

3

Replace the circlip, ensuring a positive fit in the groove. Pull the piston rod up to seat the seal head against the clip, and check that the clip is fully seated around the groove.

4

Fully bleed and gas the shock absorber, following manufacturer recommended procedure and specifications. Once fully bled and gassed, check the operation of the shock absorber by compressing it fully by hand (without the spring fitted).

The shock absorber should:

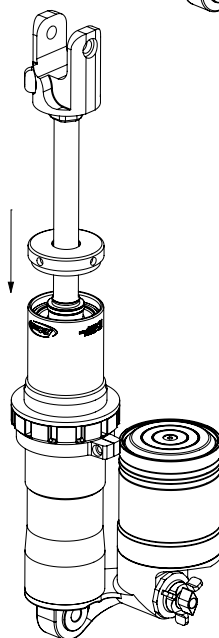
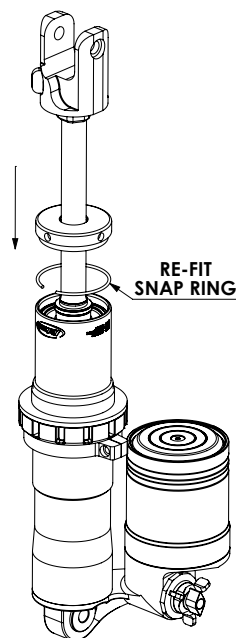
- Compress fully without siezing or becoming hydraulically locked.
- Return to it's free length un-aided.

If the shock absorber meets the above requirements, the shock body has been properly fitted.

Check that the snap ring is still fully around the whole groove.

5

Once the shock has been bled and gassed, knock the end-cap onto the end of the shock body.



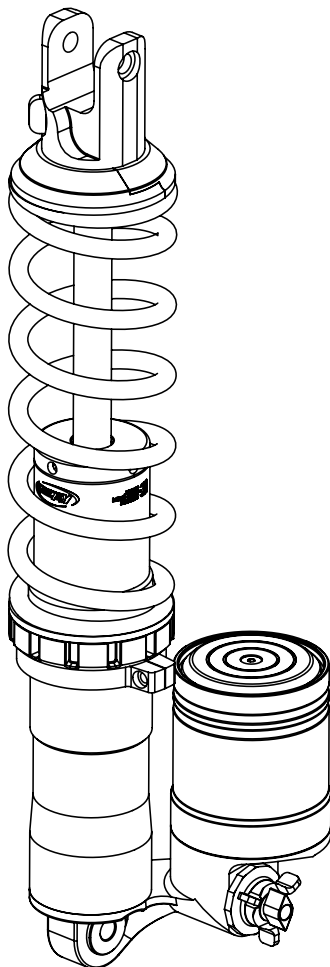
K-TECH SHOCK BODY FITTING

6

Finally, re-fit the spring and spring seat. Set the preload to the manufacturer recommended setting.

Fit the shock absorber to your motorcycle, according to the manufacturer workshop manual.

Your shock absorber is now ready for use.



[illegible]



This image shows a full page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, providing a template for handwriting practice or general writing. There are no margins, text, or other markings on the page.



WWW.KTECHSUSPENSION.COM

**Contact your local K-Tech dealer for more details at
www.ktechsuspension.com/service-centres-and-partners**